Revival of SKO-LDO dealerships

*89. SHRI GHUFRAN AZAM: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) what is the number of pending requests for the revival of Superior Kerosene Oil Light Diesel Oil dealerships, retail outlets since the last three years;

(b) what is the policy guidelines for the revival of these dealerships;

(c) whether it is a fact that the investment on the commissioning of such dealerships is the main principle for such revival;

(d) how many such dealerships have been revived on the basis of this principle during the last three years; and

(e) by when the pending requests are likely to be cleared?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPTAIN SATISH SHARMA): (a) to (e) Requests are received from time to time by the Government for revival of retail outlet dealerships and SKO/LDO dealerships terminated or suspended for voilating the Marketing Discipline Guidelines or for some other reason. Each case is considered on its merit. A few dealerships have been revived during the last three years on compassionate and other grounds including the financial hardship of the dealers and their commitment for better service.

Taking over Haldia project by OIC

*90. SHRI NILOTPAL BASU:
SHRI DIPANKAR MUKHERJEE:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether IOC is seriously considering to take-over the Haldia project of Hindustan Fertilizer Corporation Limited as per the decision in the Corporate Management Committee (CMC) meeting, held in New Delhi on 28th October, 1995;

(b) if so, whether the same has been agreed to in principle by the Ministry and whether the Ministry of Chemicals and Fertilizers has been apprised of this decision; and

(c) if not, the reasons for abandoning the take-over bid?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPTAIN SATISH SHARMA): (a) to (c) IOC management recently discussed the feasibility and utility of using some of the facilities of Hindustan Fertilizer Corporation which are lying idle. The matter has to be examined thoroughly by the IOC Management keeping in view the requirement vis-a-vis availability of infrastructures and the economics of the proposal before it is posed to the IOC Board and Ministry of Petroleum & Natural Gas for consideration.

Pollution in Sea

*91. SHRI V. RAJAN CHELLAPPA: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Coast Guard Ship on Pollution Control Mission located scattered oil spill on sea from the Madras Coast during November, 1995;

(b) if so, the details thereof;

(c) the damage caused thereby; and

(d) the action taken/proposed to be taken to prevent such pollution in the sea?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI RAJESH PILOT): (a) to (d) Yes Sir. An oil slick was noticed during routine surveillance by the Coast Guard off the Madras coast on 13th November, 1995. The area of the spill was 4 miles by 3 miles and about 1.5 miles south east of Elliot Beach at Madras. As reported by the Coast Guard, this oil slick was due to bilge oil discharge by a ship in transit off the Madras Coast. A pollution response team from Madras was deployed to detect the source and neutralise the slick immediately. Dispersants were also spread from CG Dornier to neutralise the slick. A Coast Guard ship, "Avviyyar" with pollution response equipments and scientists of Central Electro-Chemical Research Institute, Karaikudi, Tamil Nadu, sailed from Madras on 14th November, 1995 to collect data. Residual slick neutralisation and clean up was also taken up and completed.